

CLASSIFICATION <u>SECRET</u>		25X1
COUNTRY <u>East Germany</u>	REPORT	
TOPIC <u>Grossenhain Airfield</u>		615938
EVALUATION	PLACE OBTAINED	25X1
DATE OF CONTENT		
DATE OBTAINED	DATE PREPARED	4 February 1954
REFERENCES		
PAGES <u>3</u>	ENCLOSURES (NO. & TYPE)	1 - sketch on ditto
REMARKS		

This is UNEVALUATED Information

1. The following air activity and aircraft were observed at Grossenhain airfield between 28 December 1953 and 7 January 1954:
- 28, 29 and 31 December. No air activity was observed. There was intermittent fog and rain. Between 9 a.m. and 10 a.m. on 29 December and between 11 a.m. and noon on 31 December, no aircraft were observed at the field.
- 1 to 3 January. No aircraft were seen aloft. There was a closed ceiling, frost and snow.
- 4 January. Between 10 a.m. and 3 p.m., individual take-offs were made by MiG-15 or U-MiG-15s. There was a closed ceiling at an altitude of about 600 meters and visibility of about 5 km. The aircraft circled over the field for a few minutes. They had their landing gears extended. Around 4 p.m., 15 MiG-15 or U-MiG-15s were parked at the field.
- 5 January. Between 9 a.m. and 4 p.m., individual take-offs were again made by aircraft most of which circled over the field at an altitude of about 300 meters, with their landing gears extended. Additional aircraft which remained aloft for about 10 minutes at an altitude of 500 to 600 meters retracted their landing gears. The take-offs and landings were made from west to east. The weather was cloudless and frosty. About 5 p.m., 21 MiG-15 or U-MiG-15s were counted on the landing field.
- 6 January. Between 9:30 a.m. and 5 p.m., MiG-15 or U-MiG-15s again made local flights, landing gears extended.

Around 3 p.m., about 34 aircraft were parked in front of the hangars.

7 January. There was no air activity at the field. The ceiling was closed at an altitude of about 500 meters.

2. As in the preceding winter, the runway was marked by coniferous trees. the trees were located next to the lamps along the runway.
3. A Tokan-type radar set, a Kniferest-type radar set, and several radio installations were observed at, and in the vicinity of, the field. location sketch of these installations.
4. Between 28 December 1953 and 3 January, the weather usually was very bad. Therefore, air activity was scarcely possible. On 5 January, the noise of engines was repeatedly heard from the town. Both sides of the runway were marked by fir trees. Between 9:30 a.m. and 1 p.m. on 6 January, the noise of aircraft engines was heard.

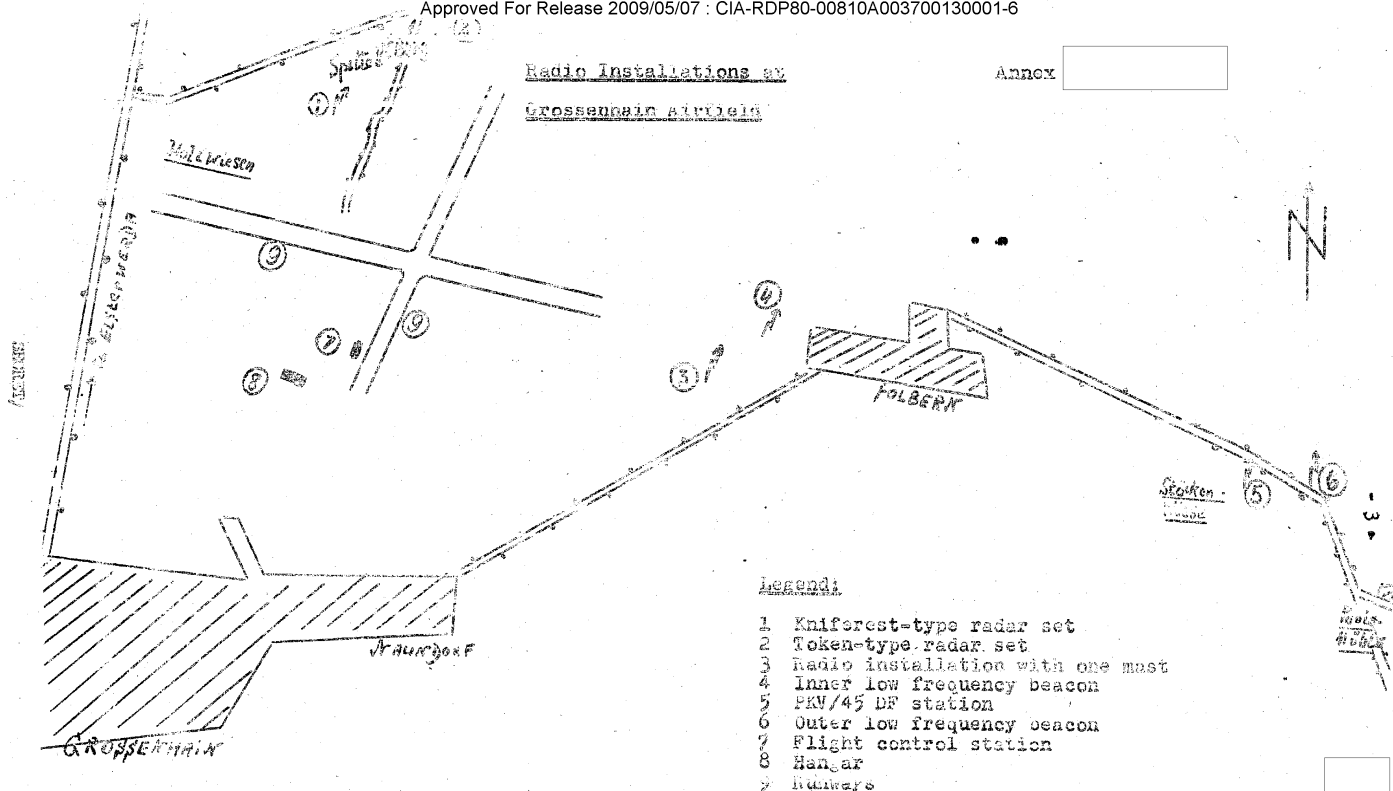
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25 YEAR RE-REVIEW

Radio Installations at  
Grossenrain Airfield

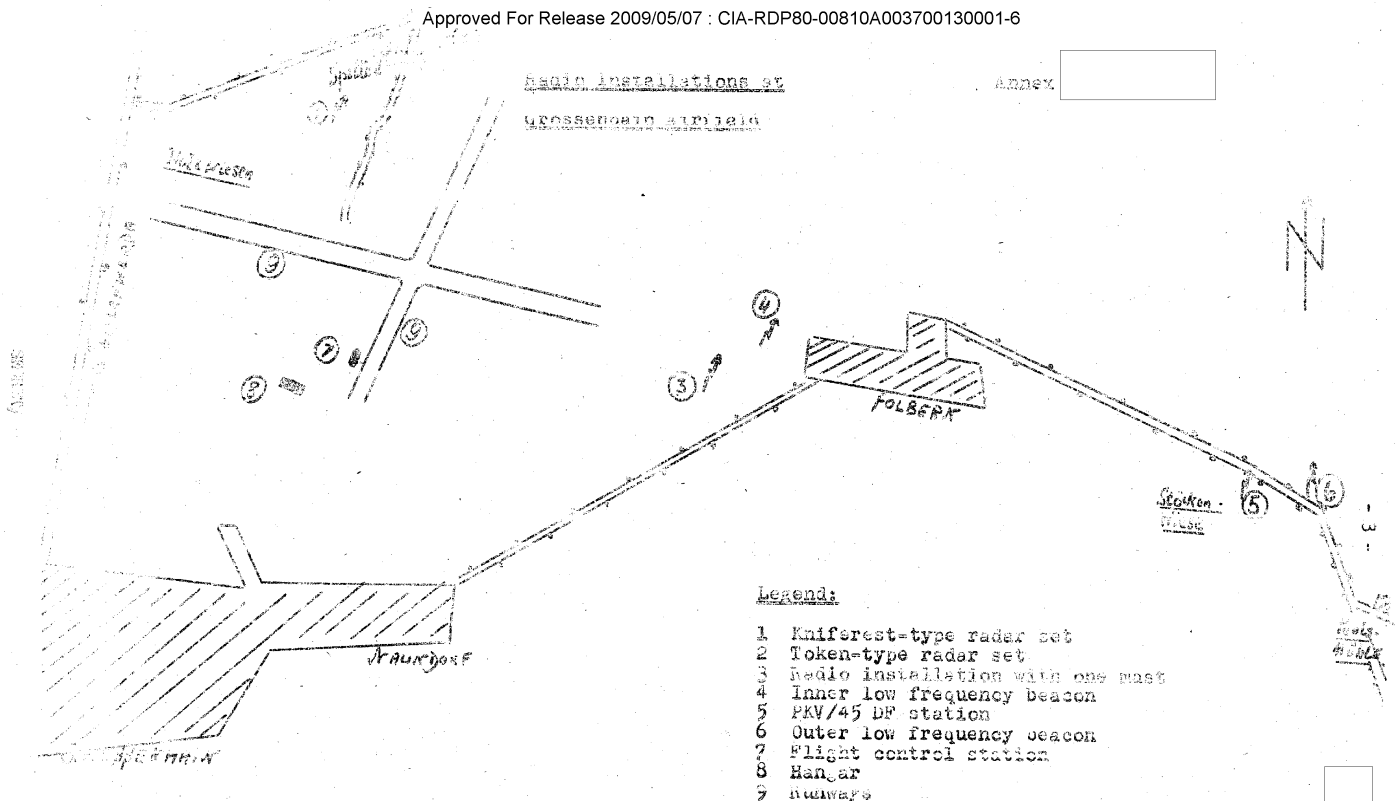
Annex

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